

Effectiveness Analysis for LHA's

4 March 2003



Overview

- Background
- Strategy
- Preliminary Findings
- Summary



Background

- NAVSEA presented Gross Effectiveness Breakdown at interim FLSIC
- Top Breakdown Gross Effectiveness
 - G & J Source Code Analysis
 - 2 years of 3M data
- Broken out by TYCOM/Ship Class
- Definition:
 - G Source Code: Not Listed on APL, Not Carried
 - J Source Code: Listed on APL, Not Carried



Background (cont.)

- Preliminary analysis over the two years of data suggested that CM may not be the driver
- Two areas of focus:
 - NIS Rates
 - Non compute "J" Source Codes
- Currently conducting analysis on "J" Source Codes



Background (cont.)

- Specific concerns focused on LHA's
 - Decline in net effectiveness at end of CY 02
 - COSAL accuracy improved?
 - "G" Source Codes down significantly
 - Provisioning vs. Configuration issues



Strategy



Strategy

- Assess Net effectiveness (Why aren't allowed parts available?)
 - Identify factors
 - Re-order policy
 - Ship MOF processing
 - Inspections
 - Requisition status (NA/NM/BD)
 - Dependent on Fleet input
 - Provide information
 - ID other factors



Strategy (cont.)

- Assess Gross Effectiveness
 - Why aren't parts allowed?
 - Technical coding
 - Beyond maintenance capability
 - Precluded from allowance consideration
 - Allowance computation technique
 - Obsolescence
 - Identify "problem" systems



Preliminary Findings

Preliminary Findings

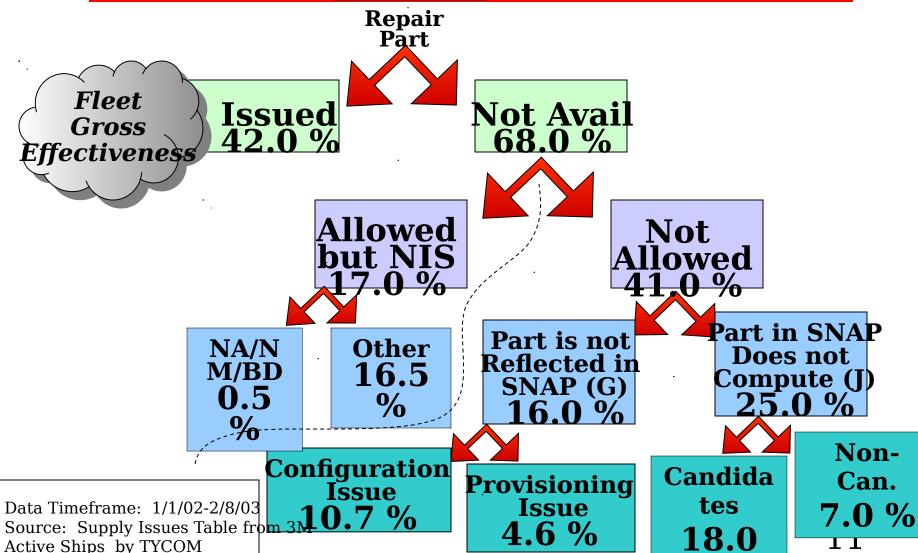
- Net Effectiveness
 - 3-M data gathered from Jan 02 Feb 03
 - 13,780 issues for LHAs
 - 74 in NA/NM/BD status
- Gross Effectiveness
 - OMMS-NG conversion
 - All LHA's converted prior to study period
 - "J" source code analysis



LHA Breakdown

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Summary



Summary

- Establish methodology
 - Obtain concurrence
 - Apply methodology to other ship classes
- Continue to gather additional data
 - Relying on TYCOMs to provide ship related info.
 - ID and obtain pertinent supply support data
- Conduct as on-going process
 - Assign process under purview of CM working group chair



Back-up Slides



LHA 1 Breakdown

Ship's Maint Force Action

Repair Part

Fleet Gross Effectiveness

Issued 48.4 %

Not Avail 51.6 %

Allowed but NIS 16.0 % Not Allowed 35.6 %

Part is not Reflected in SNAP (G) 13.3 % Part in SNAP Does not Compute (J) 22.3 %

Data Timeframe: 1/1/02-2/8/03

Source: Supply Issues Table from 3M Active Ships by TYCOM

Configuration
Issue

Provisioning Issue 5.6 %



LHA 2 Breakdown

 $\mathbf{Ship's}|\mathbf{\textit{Maint}}_{\texttt{1}}$ Force Action

Repair **Part**

Fleet Gross Effectivene**ss**

Issued 60.2 % Not Avail 39.8 %

Allowed but NIS 9.2 %

Not lowed

Part is not Reflected in SNAP (G) 4.6 %

Part in SNAP Does not Compute (J)

Data Timeframe: 1/1/02-2/8/03 Source: Supply Issues Table from 3M

Active Ships by TYCOM

Configuration Issue

Provisioning Issue



LHA 3 Breakdown

Ship's Maint Force Action

Repair Part

Fleet Gross Effectiveness

Issued 42.3 %

Not Avail 57.7 %

Allowed but NIS 12.1 % Not Allowed 45.7%

Part is not Reflected in SNAP (G) 27.9 % Part in SNAP Does not Compute (J) 17.8 %

Data Timeframe: 1/1/02-2/8/03 Source: Supply Issues Table from 3M

Active Ships by TYCOM

Configuration
Issue

Provisioning Issue 8 7 %



LHA 4 Breakdown

Ship's Maint Force Action

Repair Part

Fleet Gross Effectiveness

Issued 34.9 %

Not Avail 65.1 %

Allowed but NIS 7.0 % Not Allowed 58.1 %

Part is not Reflected in SNAP (G) 23.1 % Part in SNAP Does not Compute (J) 35.0 %

Data Timeframe: 1/1/02-2/8/03

Source: Supply Issues Table from 3M Active Ships by TYCOM

Configuration
Issue

Provisioning Issue 4.2 %



LHA 5 Breakdown

Ship's Maint Force Action

Repair Part

Fleet Gross Effectiveness

Issued 34.7 %

Not Avail 65.3 %

Allowed but NIS 35.2 % Not Allowed 30.1 %

Part is not Reflected in SNAP (G) 11.1 % Part in SNAP Does not Compute (J) 19.0 %

Data Timeframe: 1/1/02-2/8/03

Source: Supply Issues Table from 3M Active Ships by TYCOM

Configuration
Issue

Provisioning Issue 1.6 %